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The Hongkong Telegraph

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ATTACK ON FRANCE.

"Offence Against Humanity."

DELICATE SITUATION AT COLOGNE.

(Reuter's Service.)

Washington, January 23.
Senator Borah, a member of the Foreign Relations Committee in a lengthy statement fiercely attacks the French action in the Ruhr as ruthless militarism, a violation of the Armistice and Versailles Treaty and an offence against humanity. He criticises the State Department's policy of silence and inactivity and urges that the United States should formally protest against this action, which would bring France compensation but will bring supreme suffering not only to Germany but to the whole of Europe, and incalculable loss to Americans.

Essen, January 23.

The passive resistance of the German postal workers is exemplified by the decision of the telephonists to disconnect the telephones used by the French Mission. The French have now occupied the telephone and cable room of the Essen post office with the object of preventing tampering with the wires in the event of a strike. The return of the Dortmund strikers to work has considerably eased the railway position, but traffic is still uncertain. The railway management has forbidden employees to facilitate the passage of trains operated by French drivers, of whom a number have been drafted to the Ruhr to replace the recalcitrant Germans. The position in the mines is still one of watchfulness. In only one mine are the men actually quitted. The others are awaiting the result of the trial of the mine directors at Mayence on Wednesday.

Berlin, January 23.

A message from Essen says the employees of the Stinnes mines have announced a strike to-day owing to the French General Commanding at Duesseldorf not receiving a deputation of protest against the arrest of the manager, Spindler.

London, January 23.

The delicacy of the situation created at Cologne by the French action against Germans in the British zone is illustrated by a Cologne message reporting that although the deportation order by the Inter-Allied High Commission against Von Lanzener, president of the local finance office, for refusing to act under the recent ordinances, was withdrawn on representations by the British authorities, the French authorities arrested him at midnight and conveyed him to Bonn. British officers were present at the arrest in accordance with the customary formality. Von Lanzener stated that they were acting in accordance with orders.

Further Serious Events.

Essen, January 23.

A message from Hamburg states that owing to the failure of the efforts by the workers' council of the Thyssen mines for the immediate release of Thyssen, the officials and workers have struck in morning. The Stinnes employees were similarly unsuccessful at Duesseldorf, and consequently have struck. Over a hundred thousand men are affected.

Paris, January 23.

A Duesseldorf message states there were three arrests at Krays in insults to the occupation troops. The population is calm, and normal working at the Recklinghausen and Mollersschacht mines has been resumed.

Berlin, January 23.

It is understood that Germany has informed France that the avarian Government has declared its inability to guarantee the life of M. Dard, the French Minister at Munich.

A Mayence message says all the customs officials at Mayence and Gustavburg have ceased work as a protest against the arrest of the director of the customs office and other officials.

London, January 23.

The foreign exchange market, after being most unsettled, closed with a somewhat better tone. French francs rallied to 71.47½ and Belgian francs closed firmer at 80.80. The lire was quoted at 97½ and sterling in New York at 4.65½. Marks closed at 91,000 to 92,000. On the Stock Exchange, gilt-edged securities were inclined to dull owing to the international situation, but investment of foreign money kept prices firm. The rubber market is very firm, and the price of the commodity is improved to 1/16½.

German Note Returned.

Berlin, January 23.

The French Foreign Office has returned the German note protesting against the shooting of a German by a French sentry Lanzendree, saying it is impossible to accept a note couched in such terms. The French reply to the German protest against the rest of the Ruhr industrial magnates maintains that all the measures of the occupation authorities are completely legal, being the result of infringements of the Versailles Treaty. The French Government reserves the right to take all the sanctions necessitated by the attitude of the German Government, and the German officials and nationals.

Essen, January 23.

The French are issuing a news sheet in German for distribution amongst the population.

Paris, January 23.

A message from Duesseldorf states that French customs officials have arrived in the Ruhr, and the establishment of a customsordon has been completed.

Berlin, January 23.

As a result of a strike ultimatum of hotel employees at Munich, the Franco-Belgian members of the Allied Control Mission were forced to leave their hotel and have departed for Mayence. It is reported that the French Minister in Munich has joined them. French tourists have also been evicted from hotels and left after vainly trying to get food at the restaurants.

Movement of Troops.

Essen, January 23.

A French official statement affirms that a considerable movement of troops has occurred in unoccupied territory.

Further strikes have occurred at several railway stations on the appearance of Belgian troops. The German authorities assert that a single truck of coal loaded in the Ruhr, from the date of occupation to January 21, has reached France. The banks at Bochum and Essen have decided not to serve the French.

Paris, January 23.

A message from Duesseldorf states that the Belgians have arrested Burgomaster Duisburg.

Another from Essen states that French engineers have superseded the striking telephone and telegraph officials there.

Rome, January 23.

At a meeting of the Cabinet, Signor Mussolini, referring to the Ruhr, declared that his Government would take the most active steps to avoid still greater complications and to produce at the earliest possible moment a calmer atmosphere in order to permit a renewed discussion of the problems affecting reparations and debts.

THE RUBBER RECOVERY.

High Price "Due to Gambling."

(Reuter's Service.)

London, January 23.
Mr. P. H. Lockhart, chairman of the Rubber Manufacturers' Association, of Manchester, is going to America on Thursday to consult American manufacturers with regard to restriction. Interviewed by the *Manchester Guardian* he expressed the opinion that the rise in the price of rubber was largely due to gambling. The chief concern of the manufacturers was to obtain a steady level of price. The restriction law ought to be modified and made more elastic, in order to provide larger and quicker releases of rubber. There ought to be no restrictions after rubber had reached eighteen pence a pound.

London, January 23.

Interviewed by the *Evening Standard* with regard to the rubber manufacturers' objections to restriction, Sir Frank Swettenham said the Eastern Governments were not in the least likely to alter the scheme to suit manufacturers, who, during the past two years, when they had the opportunity of purchasing rubber below the cost of production, had been indifferent to the fate of the producer, threatened with ruin, and who were now unreasonably complaining that the producer was at length able to work at a very moderate profit. Sir Frank emphasised that a hundred millions of British capital was invested in rubber and threatened to be absolutely lost until restriction was enforced. The question of gambling did not concern the producer. Anything like half a crown a pound was a moderate price for first grade rubber. The consumer did not benefit by the fall in price.

Washington, January 23.

Official quarters expect that the conference of representatives of American and British rubber interests will result in an agreement greatly easing the conditions of the industry.

THE MOSUL QUESTION.

Turkey Suggests A Plebiscite.

Lausanne, January 23.

At a plenary session of the Conference, Lord Curzon proposed that the Mosul question should be referred to the League of Nations, intimating that Britain was ready to abide by the result.

At the resumption of the sitting, Ismet Pasha declared that Turkey would not accept any arbitration regarding the disposal of any portion of Turkish territory. He proposed that a plebiscite be taken at Mosul. Lord Curzon rejected this proposal, saying that the case of Upper-Silesia, in spite of a plebiscite, had eventually come before the League of Nations, hence it would be better to refer the question of Mosul to the League.

Lausanne, January 23.

Notwithstanding the Allies' renewed appeals, Turkey has refused to reconsider her decision, as a result of which Lord Curzon has announced his intention personally to submit the Mosul issue to the League.

LYDD'S SHIPPING REVIEW.

London, January 23.

Lloyd's annual report for 1922 states that Great Britain and Ireland launched 235 vessels, totalling 1,031,081 tons, which is 506,971 tons lower than in 1921, and representing 41.8 per cent. of the world's output, of which 762,769 tons was for registration in Great Britain and Ireland and 268,312 tons for owners residing abroad, including 33,092 tons for the British Dominions. Altogether 617 vessels, totalling 1,436,063 tons, were launched in other countries, being a decrease of 1,367,624 tons under 1921, to which Germany contributed 573,264 tons, the United States 119,133 tons, Japan 83,419 tons, and the Dominions 62,765 tons. A striking feature was the great increase of steam turbines and internal combustion engines, with a corresponding decrease in the reciprocating type of engines.

A PLEA FOR BRITISH INDUSTRY.

London, January 23.

Contending that there is a growing tendency to place national and municipal contracts abroad, Sir Eric Geddes, president of the Federation of British Industries, has written to Mr. Bonar Law urging that the Government refuse to sanction loans or expenditure unless British plant and materials be specified. He declares that British industry can now give earlier and more certain delivery than the majority of foreign manufacturers, while the differences in price are substantially less, where they have not altogether disappeared.

A NEW BULLET.

New York, January 23.

Experts of the War Department are reported to have invented a rifle bullet with a range of 1,490 yards longer than the present bullets. The curve of the trajectory shows a decrease of thirty per cent., the boat-shaped back helping to overcome atmospheric resistance and enabling the marksman to make as many hits on a six inch target as he formerly made on a twenty inch one at the same range. It is believed this will place the American infantry musketry on a new standard.

POSITION AT MEMEL.

Kovno, January 23.

It is stated that at the request of the Ambassadors' Conference in Paris, Lithuania has intervened to maintain an armistice at Memel. At a conference at Heydekrone of representatives of all the districts around Memel it was resolved to support the new Government at Memel and unite with Lithuania on the basis of local autonomy.

TOBACCO COMPANY'S DIVIDEND.

London, January 23.

The directors of the Imperial Tobacco Company have recommended a final dividend of seven and a-half per cent. and a bonus of eighteen pence, tax free, on the ordinary shares.

SINGAPORE'S NEW SEAMEN'S HOME.

London, January 23.

The *Industrial Daily News* announces that the London contractors, Messrs. Perry & Company, have received the contract to erect a sailors' hostel at Singapore, to cost fifty thousand pounds sterling.

PRESIDENT HARDING CONVALESCING.

Washington, January 23.

The usual meeting of the Cabinet was called off this morning owing to the indisposition of President Harding, who has practically recovered, but has been ordered to rest.

(Other Telegrams on Page 2.)

FIGHTING IN CANTON.

Between Cantonese and Kwangsi Troops.

PEKING GOVERNMENT'S NEW PROPOSALS.

A Canton correspondent, writing underdate of yesterday, states:—

"There was a great deal of unrest among the troops in the city area yesterday, and in the afternoon the soldiers came to blows in the districts round the Provincial Treasury and Kun Yam Shan. Although the civilians were greatly alarmed at the firing of rifles, which was considerable and which continued with varying intensity for an hour, the troops who were not engaged in the fray were amused at what was taking place, and they watched the movements of the belligerents from the vantage points of high buildings and other safe places, while the unfortunate shopkeepers busied themselves putting up shutters and closing business for the day. Before dark there were not a tenth of the usual number of people on the streets of the city."

"It is said that the quarrel was over the transfer of arms and ammunition from one party to another. It is impossible to ascertain with certainty the real cause of the trouble, but there is no doubt that a good deal of mysterious transportation is going on, and it is reported by the Cantonese, who do not like the Yunnan men, that the latter have brought large stocks of opium with them, the sale of which will keep them in funds for a long time—in fact, it will pay them to keep the city quiet and prevent disorder until their stocks of opium are disposed of. This may be more gossip, but it is accepted in reliable quarters as probably true, for the Yunnanese always carry opium with them."

"There is no comparison between the Kwangsi and Yunnan soldiers. The former are a rabble; the latter are under discipline, respond to the bugle call splendidly and keep within bounds, being seldom seen wandering about after 8 p.m. The laggards who do not fall in sharp enough are called out before all their comrades, the officer delivers a lecture, pretending to work himself up to the point where he can stand it no longer, gives the unfortunate one a few sharp strokes with a substantial walking-stick and then sends him to his place in the ranks. There is something about this method which appeals to the average human being."

Peking Government's Scheme.

Peking, Jan. 23rd.—In order to settle affairs in the Two Kwangs, so as to pave the way to unification, the Government is issuing a Mandate to-night or to-morrow summoning General Chan King-ming to Peking for an appointment, while both Wai Peng-ping and Hu Han-ming will be authorized to carry out the rehabilitation of Kwangtung.

It is understood that if the Mandate be successful, all the important South-West leaders, such as Tang Chi-yao, Yuan Tzuming and Liu Cheng-hsun will be appointed under Mandate of the Central Government.—*Reuter*.

A Stiff Fight.

Another correspondent sends us a story of the fight which took place between Kwangsi and Cantonese troops on the 21st and 22nd instant on the Kun Yam Shan (the Hill of the Goddess of Mercy), behind the Governor's yamen. He states that the fight lasted the whole of the first day and was continued well on into the next, and that part of the force on the hill gave up their arms and the remainder fled. Another report of the affair states that on the 22nd, an order was given by General Ngai Bong-ping and the Kwangsi commander, Sun Hung-yung, to cease fighting, pending a settlement, but that this order was ignored and the attacking party brought up reinforcements with the result that at 7 p.m. the Cantonese force was overpowered and 500 rifles and 20 field guns, together with large quantities of ammunition, were handed over to the Kwangsi troops.

Another story of the fighting is that one of the Kwangsi colonels, under instructions from his General, decided to disband

SUN YAT-SEN.

Searching for Him in Hongkong.

Rumours, almost without number, abound in the Colony regarding the movements of Dr. Sun Yat-sen, who is now generally expected to be due to arrive in Canton shortly to take over charge of things there. Some of the rumours state that Sun has already arrived, others that he is on board certain boats now on their way down from Shanghai, whilst others state that it is known for a fact by his closest followers that he will not be leaving the Northern port until the end of the month.

But although mystery surrounds what Sun himself is doing, there is no mystery regarding the doings of others here. Every incoming boat from the North is being watched by the police, a party of whom, under Mr. T. H. King, went on board the s.s. *Sardinia* when she came in last night. It was also rumoured that Sun was on board the s.s. *President McKinley*, which came in early this morning, but the searchings and enquiries of newspaper reporters have so far failed to bring him to light. Anyhow, representatives of local Labour Guilds and a number of merchants went over to Kowloon in launches to welcome Sun, but they didn't find him.

Then the s.s. *Shunichow*, a B. & S. boat, is supposed to have him on board, and the story is going the rounds that the Chinese gunboat, the *Wing Fung*, on which Sun sought shelter during the days preceding his leaving Canton last summer, is down here waiting to convey Sun up to Canton. And so the stories go on almost *ad infinitum*. The only thing certain is that we don't know where Sun is.

Mr. Sun Fo, the son of Sun Yat-sen, who was Mayor of Canton during Sun's term of office as "President," recently came down to Hongkong from the North by the *Siberia Maru*, and he was known to be in Canton a couple of days ago, where, it is stated, he welcomed General Li Lieh-kwan on the latter's arrival by the s.s. *Honam* from Hongkong. He is now said to have come to Hongkong and this seems to lend colour to the story that Sun is expected here almost immediately.

We also learn this morning, from an authoritative source, that many of Sun's personal party are in the Colony awaiting his arrival. So far as we know, they are still waiting.

On making enquiries at the Police Headquarters this afternoon, we were informed that, so far as is known, Dr. Sun has not yet arrived here.

The Cantonese forces on the hill, but that the latter were quite prepared for the onslaught and repulsed the attack at 3 p.m. with machine-guns. A further attack was later made, but this also was repulsed, shells being used this time by the defenders. It is said that the fighting lasted until 9 p.m., when the Kwangsi General Lao Cheng-wan and Admiral Wan Hau-tak held a meeting as a result of which it was resolved to cease fighting.

Regarding spheres of influence, it is stated that the Yunnan and Kwangsi troops are recognised as being in charge on the Canton side of the river, whilst the Cantonese are confined to the Honam side. Bad feeling exists between General Ngai Bong-ping, the Cantonese commander, and the Yunnan and Kwangsi troops, and according to current reports General Ngai has moved over to Honam and has taken the gunboats and transports with him.

General Chan Alert. A report from Waichow states that General Chan King-ming, whilst preparing to counter-attack, has sent an envoy to Kwangsi with a request for reinforcements and also to arrange for an avenue of retreat in case of need. Further reports state that Mok Wing-sun and Young Wing-tai, the former Tuchun and Provincial Treasurer respectively, are on their way back to Canton. It is interesting to recall that only two years ago these men were turned out of Canton on the ground that they were Kwangsi leaders.

THE BELLIOS ESTATE.

Further Big Property Deals.

In connection with the recently-reported sale of Bellios Terrace and Kingsclere, we are now able to announce that the purchasers were Mr. Li Koon-chuan (a well-known Chinese property dealer) and some of his friends. The price paid for Bellios Terrace works out at about \$4.50 per square foot, whilst the price paid for Kingsclere is in the region of the same figure. Even with property prices high, these are substantial figures to pay. We understand that no plans have yet been formulated with regard to the future of these properties, the rumours that Kingsclere will eventually be pulled down and the site utilised to construct a big block of flats being decidedly premature.

During the past few days further big sales of Bellios Estate property have been put through. On Monday, 30 houses in Hollywood Road, opposite the new Police Headquarters, were sold for \$450,000 to Messrs. Li Koon-chuan, R. H. Kotewall and In Shu-cho.

On Tuesday, Inland Lots Nos. 692, 693 and 694, comprising nearly 78,000 square feet of land on the Bonham Road, and on which stands the St. Stephen's Boys' College, were sold for \$350,000, the purchasers in this case being Mr. R. H. Kotewall and Mr. Woog Kam. It will be remembered that a few years ago the College authorities added an extra wing to the old College building. The site is ideally situated and its sale constitutes one of the most interesting property deals for some time past.

CRICKET.

H.K.C.C. v. R.G.A.

The following have been selected to represent the Hongkong Cricket Club in a League match against the Royal Garrison Artillery on the Club Ground on Saturday, 27th inst. at 2.15 p.m.:—R. Hancock (Capt.), T. E. Pearce, L. J. Davies, H. Owen Hughes, R. H. Wild, F. H. Farthing, G. H. Piercy, D. B. Peat, L. D. McNicol, D. E. G. Nicholson and J. D. Crawford.

News in To-day's New Advertisements.

Mackintosh and Co. are holding a special show of "Arrow" shirts and collars.—Page 8.

There will be no Tea Dansant at the Hongkong Hotel on the 25th inst.—Page 4.

Charlie Chaplin is appearing in "The Idle Class" at the Coronet Theatre.—Page 12.

A notice of interest to members of the Royal Hongkong Golf Club appears on page 4.

"A Heart to Let" is the attraction at the World Theatre.—Page 12.

Hall, Law & Co. draw attention to a new make of pianos.—Page 3.

LISTEN!

No matter if you have the best goods in the world, you cannot keep on selling them unless you keep on advertising.

"The House of the Telling Bell" is being screened at the Kowloon Theatre.—Page 12.

Consignees are notified of the arrival of the s.s. "President McKinley"—Page 10.

Valuable leasehold properties will be sold by public auction on the 1st of February by Lammet Brothers.—Page 4.

The feature at the Star Theatre is "His Official Fiancee."—Page 12.

A large quantity of ex-enemy cargo will be sold by public auction on the 29th inst. by Hughes and Hough.—Page 4.

To-Day's Exchange.

The closing rate of the dollar on demand to-day was 2s. 3/7/16d.

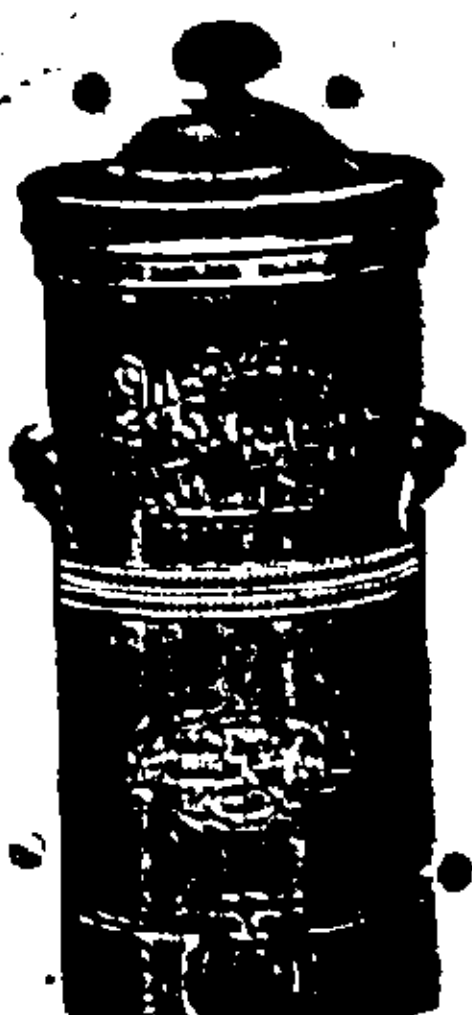
Lighting-Up Time.

Lighting-Up Time to-day 6.06 p.m.

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Personal attention given to the essential details.

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Sails for Haiphong and Hoihow
(Capt. Charles E. Page).
Apply Thos. Cook and Son or Po Sing
110, Wing Lo Street.

EARLIER TELEGRAMS

THE U. S. NAVY.

Washington, Jan. 23.
President Harding has signed the Naval Bill embodying the request to negotiate with the other Powers for further limitation of naval armaments, but the President was left free to decide whether he would comply with the request.
Secretary Denby, speaking in the House of Representatives in Naval Committee, declared that the appropriation of six and a half million dollars, required to place twenty-three older warships on an equality with those of Britain and Japan, in no wise implied a return to naval competition.

THE RUHR OCCUPATION.

Washington, Jan. 23.
Senator Borah, member of the Foreign Relations Committee, in a lengthy statement, fiercely attacks the French action in the Ruhr as ruthless militarism, violation of the armistice and Versailles Treaty and an offence against humanity. He criticises the State Department's policy of silence and inactivity, and urges the United States to formally protest against the action, which will not bring France compensation, but will bring supreme suffering not only on Germany, but throughout Europe and incalculable loss to America.

REDUCED STEAMER FREIGHTS.

London, Jan. 23.
The Commonwealth Government line announces the immediate substantial reduction of freights homeward and outward between Britain and Australia.

THE LATE KING CONSTANTINE.

Rome, Jan. 23.
Owing to the Greek Government's refusal to permit the late King Constantine to be buried in the royal tomb at Tatoi, interment will be made at Naples.

OBITUARY.

Paris, Jan. 23.
The death has occurred of Max Nordau.

BANK EMBEZZLEMENT.

Shroff Committed For Trial.

Yu Kam-tai, an employee of the Cheong Shing Bank, of Wing Lok Street, appeared on remand before Mr. R. E. Lindell at the Magistrate's court yesterday afternoon on two charges of embezzlement of \$14,974.85 and of the theft of thirty-two bills of exchange.
Mr. G. G. N. Tinson prosecuted on behalf of the Cheong Shing Bank.
In outlining the circumstances, Mr. Tinson stated that the Cheong Shing Bank was a Chinese institution and from time to time received drafts drawn on the local banks. Its principal business was to cash the bills and remit the money to the interior of China on behalf of Chinese abroad. The defendant was one of four general assistants employed in the capacity of shroff, and part of his duty was to cash drafts at different banks. On the morning of October 30th last, 27 drafts were handed to him to be cashed, and at 1 o'clock the same afternoon five more were entrusted to him. At 5.30 p.m. the same day, as the defendant had not returned, the Manager of the Bank sent several men out to the banks where the drafts were cashed and on the streets to find him, but without success. It was believed that he left for Shanghai the same night or the next day. As the result of an advertisement for information about him published in Shanghai, the defendant wrote a letter to the Bank, in which he attributed his flight to the loss of all the money which, he said, had been stolen from him by robbers and the dread of facing the consequences. Three days after the letter was sent the defendant surrendered himself to the Bank at Shanghai and he was taken to the Police Station. Mr. Tinson said that of the amount involved in the case only \$448.12 had been recovered.
Mr. J. A. D. Morrison, an assistant in the Drafts Department of the Hongkong and Shanghai Bank, was called by the prosecution to prove the cashing of three of the drafts. Mr. Morrison said the drafts were presented on the 30th October. The procedure in regard to cashing drafts of the Hongkong and Shanghai Bank, as explained by the witness, was that when the bill was presented, which was generally in the morning, the man who tendered it had to sign his name on the back. He was then given a receipt. When he called for payment he was required to sign his name on the back of the draft again and return the receipt. Payment was not made unless the two signatures were identical.
Mr. J. M. A. Nikkels, accountant and sub-manager of the Netherlands India Commercial Bank, proved that two other drafts were cashed by his Bank on October 30th. Mr. Nikkels also described the method employed by his Bank in dealing with drafts, which was very similar to the Hongkong and Shanghai Bank.
Further evidence was given, after which the accused was committed to the Sessions for trial.

THE GIRL IS GREATLY HANDICAPPED

who has a pimply complexion or ill-smelling breath. For the relief of such afflictions Pinkettes are perfection. As gently as nature these dainty little laxatives induce daily regularity, banish headache, dizziness, bilious attacks. Chemists sell Pinkettes, or post free, 60 cents per vial, from The Dr. Williams' Medicine Co., 60 Kiangse Road, Shanghai.

COMRADE JOFFE.

Off to Yokohama.
(Our Own Correspondent.)
Shanghai, Jan. 23.
M. Joffe is proceeding to Yokohama on the Empress of Asia on Saturday.

HOME FOOTBALL.

London, Jan. 23.—Playing yesterday in the First League, Stoke beat Blackburn by five goals to one.—Reuter.

THE JAPANESE DIET.

Foreign Policy Defended.
Tokyo, Jan. 23.—The Diet reopened this morning. Count Uchida vigorously defended the Government's foreign policy.—Reuter.

ROAD HOGS.

Three Speeders Before The Court.

The driver of motor car 602, belonging to H. E. Major General Fowler, was summoned by Sergeant Alexander at the Magistracy yesterday for speeding on Praya East at 3.35 p.m. on the 15th inst.
Sergeant Alexander stated that on the afternoon of the 15th, he was on motor cycle patrol on Praya East going in an easterly direction. Near the entrance to Tai Wong Street he saw defendant, who was coming towards him, cut through between two teams at a speed which witness estimated at about 30 miles an hour. It was a highly dangerous manoeuvre. The car was empty at the time.
Defendant pleaded that his speed was at the most 20 miles an hour. "I could not drive slower because I was pursued by a tram," he added.
The Magistrate (Mr. R. E. Lindell): A tram goes at a speed of between eight to ten miles an hour. What nonsense you are talking!
A fine of \$20 was imposed.

A Dangerous Area.
G. T. Paggett, of the Hongkong Electric Company, was summoned for driving motor car 375 at Whitefield along the Shaokwan Road at a speed exceeding ten miles an hour, the locality being within a control area.
Sergeant Portation, the prosecuting officer, stated that defendant's speed was 23 miles an hour.
Mr. Paggett admitted the charge.
The Magistrate: Have you driven for any length of time?
Defendant: Six months.
Have you read the newspaper accounts of in that area?—Yes.
—I had no idea I was going at that speed.
The Magistrate: It is a dangerous area. Control is absolutely essential. Clear record?
Traffic Inspector Garrod: Yes.
The Magistrate: \$20.
Didn't know His Speed.
Reckless driving on Caine Road at 9.20 a.m. on the 14th, was the charge against F. J. Wilkinson, the driver of motor cycle 271.
It was stated by Inspector Appleton that the defendant's speed was 28 miles an hour.
"I was not aware that I was going at that speed," the defendant explained. "I bought the cycle about a month ago and it has no speedometer."
The Magistrate: You ought to have one.
Defendant was ordered to pay a fine of \$5.

LOCAL GOLF.

Bogey Pool at Fanling.
The Bogey pool competition at Fanling golf course on the 20th, 21st and 22nd inst. resulted: J. W. Franks, 7 up; J. R. Lloyd, 4 up.
Scotland v England.
The teams for the return match between St. Andrew's and St. George's Societies are published in our advertising columns to-day. The match takes place at Fanling on Sunday next—singles in the morning on the old course, followed by tiffin, and four ball matches in the afternoon on either the old or new courses at players' option. Scoring will be one point for the match and one quarter for each side. There are 24 players each side.
Wayfoong v Talkoo.
A match was played at Fanling on Sunday between teams of twelve a side representing Wayfoong and Talkoo, the "sugar" men winning by half a point. The following are the results:—

Singles.		Talkoo.	
R. Bruce	0	H. U. Ireland	1
R. L. Moncrieff	1	W. H. Roger	0
G. M. Dalgety	1	H. W. Kent	0
T. M. Leitch	1	F. A. Dinsdale	0
E. D. Black	0	D. J. Cuthill	1
G. B. Dunnett	1	A. R. Austin	0
F. E. Beatty	0	D. Templeton	1
V. M. Grayburn	0	K. E. Greig	0
W. J. Clerk	1	W. Brown	1
W. G. Turnbull	1	H. G. Eales	1
J. W. R. McPhail	1	H. R. Forsyth	0
S. A. Mason	0	H. Spicer	1

Foursomes.		Talkoo.	
R. Bruce and R. L. Moncrieff	1	H. U. Ireland and W. H. Roger	0
G. M. Dalgety and T. M. Leitch	1	H. W. Kent and F. A. Dinsdale	0
E. D. Black and G. B. Dunnett	1	D. J. Cuthill and A. R. Austin	0
F. E. Beatty and V. M. Grayburn	0	D. Templeton and K. E. Greig	1
W. J. Clerk and W. G. Turnbull	0	W. Brown and H. G. Eales	1
J. W. R. McPhail and S. A. Mason	0	H. R. Forsyth and H. Spicer	1

FOOTBALL.

Hongkong League Tables To Date.

Division I.

	P.	W.	L.	D.	For	Ag.	P.
King's	15	11	2	2	33	11	24
Ambrose	15	10	5	0	26	17	20
H.K. Club	15	8	5	2	24	14	19
Hawkins	13	6	2	5	23	12	17
Titanic	13	6	4	3	23	17	15
Tamar	14	5	6	4	14	16	14
S. China	14	5	6	3	25	22	13
Kowloon	13	5	5	3	15	13	13
R.G.A.	14	2	8	4	16	29	8
Durban	11	3	7	1	12	19	7
Police	13	0	7	6	6	30	6
Despatch	4	1	2	1	7	9	3
Cathie	6	1	5	0	7	18	2

Division II.

	P.	W.	L.	D.	For	Ag.	P.
Hawkins	14	13	1	0	66	8	26
King's	12	10	1	1	40	2	21
S. China	10	8	1	1	22	8	17
St. Joseph's	8	8	0	0	29	3	16
United	11	6	2	3	20	14	15
Marazion	11	6	4	1	11	16	13
R.G.A.	13	5	6	2	22	21	12
Kowloon	12	5	6	1	24	20	11
Titanic	10	4	3	3	12	15	11
S. China	11	4	4	3	14	26	11
Ambrose	11	5	6	0	14	25	10
University	9	3	4	2	12	17	8
Durban	7	2	5	0	11	19	4
Warders	12	1	10	1	7	33	3
Police	11	1	10	0	5	40	2
Despatch	2	0	2	0	2	6	0
Cathie	6	0	6	0	0	32	0
Auxiliaries	10	0	10	0	3	34	0

GOLF INTERPORT.

Shanghai Team Selected.
(Our Own Correspondent.)
Shanghai, Jan. 23.

The following players, from whom the team to represent Shanghai in the Golf Interport at Fanling will be selected, have been asked to make the trip:
Mr. J. B. Ferrier.
Mr. C. T. Beath.
Capt. E. I. M. Barrett.
Rev. W. P. Roberts.
Mr. C. W. Porter.
Mr. W. J. Hawkins.
Mr. H. R. Malcolm.
Capt. J. Dewar.
The team will leave for Hongkong on the President Jefferson on February 12th.

DR. BARBOUR OUTWARD BOUND.

Dr. A. H. F. Barbour is a passenger by the M.M. Angara which was due to leave Colombo on the 15th inst. He is the president of the Scottish Auxiliary of the English Presbyterian Mission, which his father and mother, Mr. and Mrs. G. F. Barbour of Bonksied, founded nearly seventy years ago. Professor Barbour last year relinquished his medical chair at Edinburgh University, and has been with Mrs. Barbour touring India where their nephew, Sir F. A. Whyte, is the President of the Indian Legislative Assembly at Delhi. They are passing through Singapore to revisit China where their son and his wife are honorary workers in one of the important educational institutions at Peking. Their house in Edinburgh was well known to students of all races especially from India, Malaya and China, where Dr. and Mrs. Barbour dispensed hospitality and kept up the long maintained traditions of the family for the welfare of students of all nations.—Ex.

HOUSMAN'S LAST POEMS

After Twenty-Six Years.

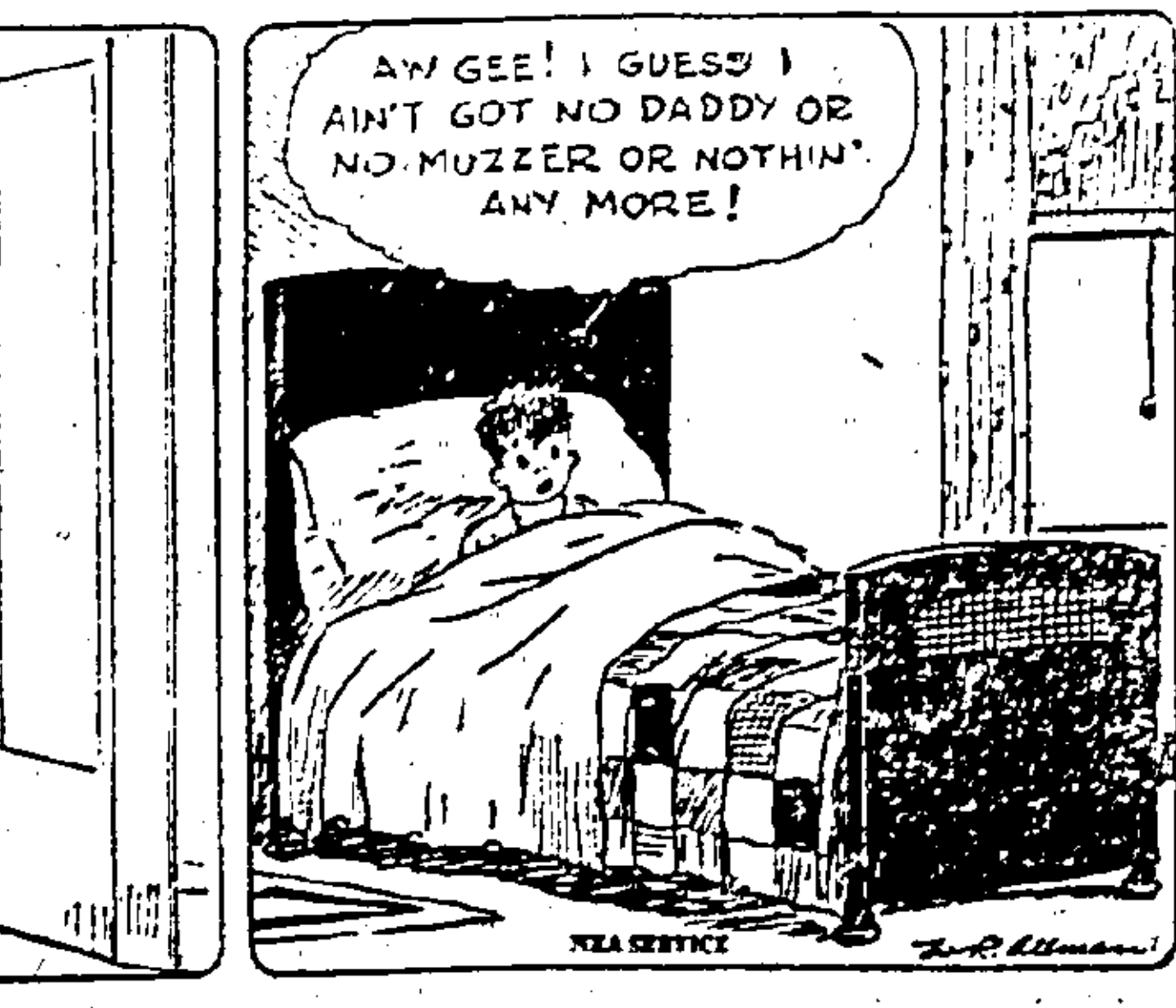
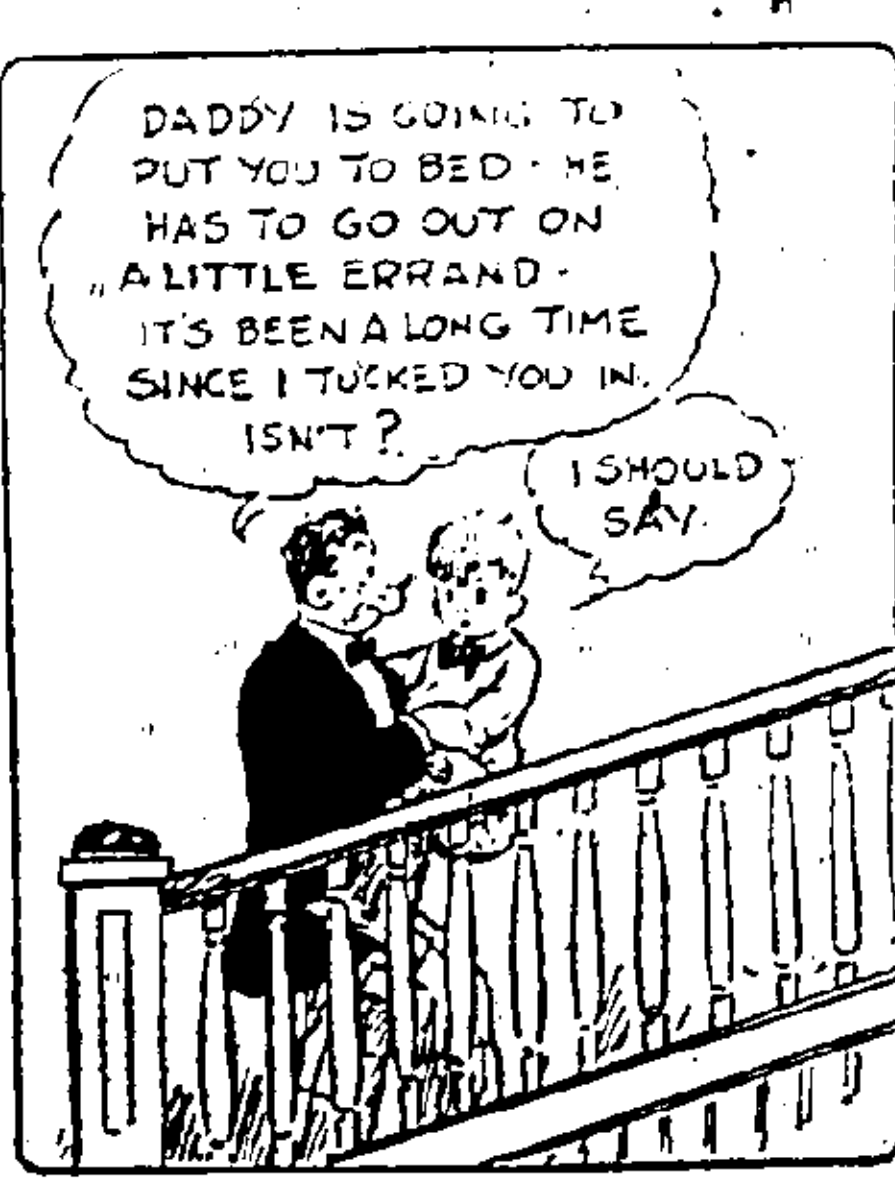
The story goes that when A. E. Housman sent his now famous "Shropshire Lad" to Grant Richards the London publisher, the latter accepted it immediately and wrote the author asking when he might expect a second book. Housman replied that it had taken him twenty-three years to write "Shropshire Lad," and at the end of another twenty-three years he might have another book to give the world.

And now at the end of 26 years he gives the world another collection, called "Last Poems." In note, he says:

"I publish these poems, few though they are, because it is not likely that I shall ever be impelled to write much more. I can no longer expect to be revisited by the continuous excitement under which in the early months of 1888 I wrote the greater part of my other book, nor indeed could I well sustain it if it came; and I am here to see it through the press and control its spelling and punctuation. About a quarter of this matter belongs to the April of the present year, but most of it dates between 1895 and 1910."

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"MAKING" A MOVIE STAR.

Criticism of "Stunt"
Methods.

MISLEADING MISS LEAHY.

Last week there was an account in the newspapers of the reception given to Miss Margaret Leahy on her arrival in New York. Writes Mr. St. John Ervine in the "Mirror" of December 10th. Lights were flashed from eighty thousand windows, and the words, "America Welcomes You" were signalled to her by means of the Morse code as the Aquitania sailed up New York Harbour to her berth. The police had to restrain the crowd which gathered at the docks to see her descend from the great ship. I do not know whether Congress immediately adjourned in order that the members of it might take part in Miss Leahy's reception, but I understand Mayor Hylan was only prevented from meeting her in the Narrows by the fact that a heavy sea was running when the ship arrived. Even a Mayor is liable to the discomposure suffered on rough water.

Before Miss Leahy went to America, she made a tour of the provinces of England. In Manchester, so I have read, a dense mob surrounded the railway station at which she arrived, and was controlled with great difficulty by a number of mounted police. An embittered journalist, commenting on the reception, added that Earl Haig, arriving at the same station about the same date, was received by one Press photographer. Some dozens received Miss Leahy. Prior to her triumphal procession through England, announcements were made in the newspapers that she would not begin it until she had acquired a large stock of expensive clothes from a fashionable and very costly dressmaker, and minute details of her clothes were published for the delight of women readers. Miss Leahy's views on a variety of subjects were revealed to an astounded world. So were her mother's.

At this point the reader inquires, "Who is Miss Leahy?" Is she the Empress of the World? Has she discovered a method of abolishing war? Has she restored the rates of exchange to a normal condition? Has she invented a solution to the question of Reparations and Allied Debts? Has she found a means of curing cancer or consumption or a method of preventing unemployment? Can she make Lenin see reason? Can she understand the Theory of Relativity? Does she know how to govern Ireland?

WON A COMPETITION.

Miss Margaret Leahy is a good-looking girl who won a competition organised by an English newspaper in conjunction with a firm of moving-picture merchants for the purpose of finding a film actress of British birth who could be trained to a degree of skill which would enable her to compete with film actresses of other birth. That is a legitimate thing to do, and we may all congratulate Miss Leahy on the fortune which enabled her to secure the prize. But we are entitled at the same time to demand that commercial gentlemen, legitimately engaged in commercial enterprises, shall not demoralise the youth of this or any other country in order that they may make profit for themselves. For let us put away at once the hypocritical nonsense that this competition was organised for any philanthropic or patriotic purpose. It was organised solely and exclusively for the purpose of enabling speculators in moving pictures to make large sums of money and to popularise two ladies, the Misses Talmadge, who are already well-known film actresses. And in order to secure this commercial purpose, thousands of girls in England and elsewhere have had their minds inflamed by over-drawn pictures of the life of sensation and luxury enjoyed by ladies who act for the movies.

One young girl, with absolutely no experience whatever, is chosen out of a multitude of competitors, equally inexperienced, and told that she is to receive a salary of £100 per week while she is being trained to do a job which probably is not worth 30s. a week. Her portrait is published in a variety of newspapers. The cost and number of the extravagant dresses she is to wear, at the expense of the movie-manufacturers is announced frequently and prominently. She is conducted through a number of large cities where she is exhibited to thousands of people, all of whom, especially the younger ones, are excited to a condition

of extreme envy by tales of her wardrobe and her salary and the thrilling career opening before her. Mayors and Lord Mayors publicly receive her. Costly luncheon and dinner-parties are organised in her honour. On every possible occasion she is surrounded by a mob of cheering idiots, and then, after a period of intensive advertising in England, she is shipped off to America, where the same process of puffing and advertising and hysterical excitement is repeated. And, so far, Miss Leahy has done nothing but exhibit the good looks with which she was born and win a beauty competition.

"DISGRACEFUL" BUSINESS.

I am used to being called a prig and a gloomy person and a highbrow, and so I feel no dismay at the thought that I shall be so described again if I say that the whole of this business is disgraceful to those who organised it. If our Mayors and Lord Mayors have nothing better to do than to let themselves be used by enterprising financiers for their personal advertisement and profit, the sooner our Mayors and Lord Mayors are abolished the better. I hope and trust that Miss Leahy will prosper in the arduous profession to which she has been so lightly admitted, but I could wish that she had entered it in a more proper fashion and without lending herself to a campaign of publicity which can have no other effect than to fill thousands of girls with discontent and make them try to enter an already overcrowded business with results probably, if not certainly, disastrous to themselves. No one who is acquainted with the state of the theatrical profession to-day, whether it be that of the regular theatre or that of the moving picture, can feel any other emotion than one of profound contempt for the people who organised this scheme.

In every part of England, Ireland, Scotland and Wales, girls have been excited by the thought of making large sums of money in easy and sensational circumstances. Does anyone believe that these girls, now that the excitement of the competition is over, will settle down to the ordinary processes of existence, and forget that they ever entertained dreams of getting £100 per week and unending supplies of costly clothes made by fashionable dressmakers? Does anyone believe that when their overwrought minds are filled with accounts of how Miss Leahy went in triumph through the provinces of England and was cheered by crowds in Manchester so great that mounted policemen had to hold them back, while Lord Haig went by unrecognised and unclaimed—does anyone believe that these young girls will go on "with their work in content and happiness?"

WILL THEY BE CONTENT?

Does anyone believe that when they read of Miss Leahy's triumph in America, of the eighty thousand blinking windows in New York, of the mobs assembled at the docks, of the Mayor frustrated from receiving her as if she were Joan of Arc only by the boisterous ocean, of the searchlights seeking out the Aquitania, of the signal, "America Welcomes You"—does anyone believe that the thousands of young girls who were her disappointed rivals for all this glory and sensation will continue to type or teach or cook or count figures in ledgers or sell ribbons in shops with any kind of peace or pleasure?

The theatrical profession in all its branches is seriously overcrowded. Actors and actresses of proved ability have difficulty in securing employment, and that difficulty is increased by the influx into their profession of inexperienced and vanity-swollen people determined to act, even if they have to pay for the privilege of doing so. The manager of a repertory theatre told me recently that he receives many letters from women, particularly school teachers, who are vaguely discontented with the job they are now doing, and are anxious to go on the stage. It is these people who are inflamed by "beauty" competitions and schemes to find film-actresses who know nothing of the business.

Miss Leahy will soon discover that the profession she has now entered is not nearly so exciting as the picture-papers declared it to be. There will not be any triumphal processions in Los Angeles, with bowing Mayors and blinking windows and cheering

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THE ROPE TRICK.

Story of 20 "Mesmerised"
Men.

That there are people who have seen, or are convinced they have seen, the famous Indian "rope trick" is shown by letters from *Daily Chronicle* readers.

In his book on "Indian Conjuring" Major L. H. Branson, of the Indian Army, says for 23 years he has offered a reward of a year's pay to any Indian soldier who has seen the trick, or can give the name and address of the performer.

Mr. J. Swain, ex-R.Q.M.S., Dorset Regiment, who served for 11 years in India, writes from South Walks-road, Dorchester, an account of his experience.

NATIVE CONJURER'S TRICK.

"I saw the famous rope trick performed by a native conjurer," he says, "on the road between the Maidan and Baird Barracks, Bangalore, in 1897, when the 1st Dorset Regt. was stationed in those barracks."

He says, also, that he saw the vanishing boy trick, in which a boy is put into a basket, the latter covered with a cloth, and a sword passed through it by the conjurer. "Finally, he draws the sword from the basket, which appears to be dripping with blood. Your attention is immediately drawn to a tree some few yards away, when you see the same boy coming towards you."

"ALL MESMERISED."

"Of course, there is only one conclusion to be drawn, and that is we were all mesmerised, but to the best of my recollection there were about 20 soldiers of whom I was one, who witnessed the trick."

Mr. Swain describes other illusions performed by the conjurer, and adds: "Major Branson's reward can never be claimed, because no one can say that he actually saw the trick."

"But we were influenced in some way or other, so that we have always believed we saw it. When these tricks are done practically at your feet you can not feel inclined to disbelieve your own eyesight."

WITHIN FOUR YARDS.

Mr. C. W. Griffin, of Cromwell-road, Holloway, late of D. Battery, R.H.A., writes that he was one of about 30 men who at a small village outside Manmad, in 1902, saw the rope trick. "I am sorry to say that I don't know the Indian's name," he adds, "or that year's pay would be mine."

Mr. Griffin thus describes the trick: "We stood about four yards from the native. A coil of rope was shown to us, and he then threw it into the air. A boy who was standing beside him went up the rope and disappeared."

"How it was done I cannot tell, but I saw it with my own eyes."

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crowds, but long, boring days in which she will have to sit about for hours and hours waiting for her turn to do some trifling piece of business in a performance of which she knows nothing except the tiny bit she has to do. And she will do it over and over again until the producer and the photographer are content. And she will keep on doing that sort of thing over and over again during all the long, boring days that are before her. And if she is not specially gifted for her job, she will soon find that her £100 per week and her pretty and costly clothes come less and less frequently.

That is not a matter which needs specially concern us here. What does concern us is the growing tendency of private speculators to utilise the public services for their personal profit—even to the extent of demoralising young and feeble minds.

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TIME TABLE.

WEEK DAYS

From	To	Time
7:00 a.m.	7:15 a.m.	10 min
7:30 a.m.	7:45 a.m.	15 min
8:00 a.m.	8:15 a.m.	15 min
8:30 a.m.	8:45 a.m.	15 min
9:00 a.m.	9:15 a.m.	15 min
9:30 a.m.	9:45 a.m.	15 min
10:00 a.m.	10:15 a.m.	15 min
10:30 a.m.	10:45 a.m.	15 min
11:00 a.m.	11:15 a.m.	15 min
11:30 a.m.	11:45 a.m.	15 min
12:00 p.m.	12:15 p.m.	15 min
12:30 p.m.	12:45 p.m.	15 min
1:00 p.m.	1:15 p.m.	15 min
1:30 p.m.	1:45 p.m.	15 min
2:00 p.m.	2:15 p.m.	15 min
2:30 p.m.	2:45 p.m.	15 min
3:00 p.m.	3:15 p.m.	15 min
3:30 p.m.	3:45 p.m.	15 min
4:00 p.m.	4:15 p.m.	15 min
4:30 p.m.	4:45 p.m.	15 min
5:00 p.m.	5:15 p.m.	15 min
5:30 p.m.	5:45 p.m.	15 min
6:00 p.m.	6:15 p.m.	15 min
6:30 p.m.	6:45 p.m.	15 min
7:00 p.m.	7:15 p.m.	15 min
7:30 p.m.	7:45 p.m.	15 min
8:00 p.m.	8:15 p.m.	15 min
8:30 p.m.	8:45 p.m.	15 min
9:00 p.m.	9:15 p.m.	15 min
9:30 p.m.	9:45 p.m.	15 min
10:00 p.m.	10:15 p.m.	15 min
10:30 p.m.	10:45 p.m.	15 min
11:00 p.m.	11:15 p.m.	15 min
11:30 p.m.	11:45 p.m.	15 min

NIGHT CARS.

From	To	Time
7:00 p.m.	7:15 p.m.	15 min
7:30 p.m.	7:45 p.m.	15 min
8:00 p.m.	8:15 p.m.	15 min
8:30 p.m.	8:45 p.m.	15 min
9:00 p.m.	9:15 p.m.	15 min
9:30 p.m.	9:45 p.m.	15 min
10:00 p.m.	10:15 p.m.	15 min
10:30 p.m.	10:45 p.m.	15 min
11:00 p.m.	11:15 p.m.	15 min
11:30 p.m.	11:45 p.m.	15 min

SATURDAYS.

From	To	Time
7:00 a.m.	7:15 a.m.	10 min
7:30 a.m.	7:45 a.m.	15 min
8:00 a.m.	8:15 a.m.	15 min
8:30 a.m.	8:45 a.m.	15 min
9:00 a.m.	9:15 a.m.	15 min
9:30 a.m.	9:45 a.m.	15 min
10:00 a.m.	10:15 a.m.	15 min
10:30 a.m.	10:45 a.m.	15 min
11:00 a.m.	11:15 a.m.	15 min
11:30 a.m.	11:45 a.m.	15 min
12:00 p.m.	12:15 p.m.	15 min
12:30 p.m.	12:45 p.m.	15 min
1:00 p.m.	1:15 p.m.	15 min
1:30 p.m.	1:45 p.m.	15 min
2:00 p.m.	2:15 p.m.	15 min
2:30 p.m.	2:45 p.m.	15 min
3:00 p.m.	3:15 p.m.	15 min
3:30 p.m.	3:45 p.m.	15 min
4:00 p.m.	4:15 p.m.	15 min
4:30 p.m.	4:45 p.m.	15 min
5:00 p.m.	5:15 p.m.	15 min
5:30 p.m.	5:45 p.m.	15 min
6:00 p.m.	6:15 p.m.	15 min
6:30 p.m.	6:45 p.m.	15 min
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BIRTHS.

HUTCHINSON.—On January 15, 1923, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. C. V. Hutchinson, a son.

DONNELLY.—On the 23rd, January, 1923, at 19 Marchmont Street, London, W. the wife of D. E. Donnelly, a son.

MARRIAGE.

DIVANS—SAUNDERS.—On January 15, 1923, at Holy Trinity Cathedral, Shanghai, by the Very Rev. Dean Symons, William, son of Michael Divans, Esq., Scotland, to Florence Hilda, daughter of the late Edward Saunders, Esq., St. Anne, Riga.

DEATH.

ASCHERSON.—At the International Hospital, Kobe, at 11.50 a.m. on Friday, January 12th, 1923, William Lawrence Ascheron, Doctor of Medicine in the University of Cambridge. Born in Richmond, Surrey, England, July 4th, 1871.

The Telegraph.

HONGKONG, 24th Jan., 1923.

HOMEWARD BOUND.

This is the time of year when many sojourners in the East are arranging for a voyage to the Old Country; when they perhaps are already beginning to pack up their belongings, and are overhauling trunks and supplementing wardrobes. It is the beginning of the season which is recognised from Bombay to Tokyo as the ideal one for preparing to depart on the homeward trek; whether for good, or for a holiday prior to another spell of some years in the alien climes of Asia. February and March are the months usually chosen for the commencement of the sea voyage, and they are considered lucky who can so arrange their departure as to arrive in the homeland in the middle of spring, for "Ah! to be in England, now that April's there." It may be that we arrive on a sunny day, with a mild breeze rustling the hedgerows and decaying us into the fields and quiet lanes, where the primroses are out and the boughs and twigs are sprouting green; or perhaps it is drizzling hard, the earth is waterlogged, the landscape misty, and our tropic-thinned blood feels chilled. But nevertheless we do not grumble, for it is merely the old, changeable, climate that has been Britain's always. With the poet we perhaps exclaim: "April, April, laugh thy girlish laughter; then, the moment after, weep thy girlish tears!" And later, having watched the hawthorn bloom, and fade, we come back again to the land we have chosen, or been obliged to choose, for our exile.

Well, so much for the pleasant side of things, and now for the other considerations—the expenses and tedium of a long journey aboardship. It is possibly exciting to think of the recent reduction in steamer fares, so long as one does not dwell on the low charges before the war. It is perhaps not unpleasant to visualise the voyage home (and try to forget the voyage back), if one is a good sailor. In the joy of contemplating five or six months in the Old Country one might even pass over the three months spent on actual travelling. In considering this aspect of the case, the question of a quicker voyage crops up, and those who remember the days of trans-Siberian travel, and its interest, and the month's journey saved, will like to know if there are any chances of an early revival of travelling by that route. It has been averred that the railway lines have been torn up, and the sleepers used by the peasants as firewood, but the Soviet authorities not very long ago announced that they had repaired the line and it was again open to traffic. We learn from a recent issue of a Japan contemporary that a German has succeeded in travelling from Manchuria to his home in Berlin, in less than eighteen days. He took the precaution of obtaining a pass from Moscow, applying for it two months beforehand. Others who have tried to get through, and have neglected this preparation, have found themselves held up for months and in some remote Russian or Siberian village, often having eventually to retrace their journey. The prospect of getting quickly and without molestation through Siberia, Russia, and even Germany nowadays, is not a bright one; so for some time to come we shall have to leap to the old trail, the long trail, but the trail that leads to home.

Government Perversity.

When a Government makes either laws or regulations, or issues orders to other people, it should be prepared to conform to the spirit of its own decrees. That, surely, is only reasonable. Yet a walk down the Paga East, near to where the reclamation scheme is now being carried out, shows that our Government is an offender against its own orders. The whole of the timer yards which used to be on the sea side of the road, Messrs. King's slipway, and also the Wanchai fruit and vegetable market, have been removed to other sites so as to make easily possible the sinking of a big drainage pipe and the widening of the roadway. The only obstructions which remain on the line of alignment of the old buildings is the Government's workshop and the run-out walls of the new and temporary fire station. As one wades down the road and experiences the inconvenience caused by these obstructions, and realises that but for them would have been possible to widen the roadway all through, it is not unnatural to ask the question: Why did the Government make the other people shift their own workshops at the same time? And whilst speaking of Government obstructions, it is not impertinent to ask a very old question about the dump of sand, stone, etc., which the Government keeps on the Paga Central. Between the Harbour Office and the new Mui-tai Ferry pier there are many grave infringements of the rule which forbids public roads to be used for any purpose other than legitimate traffic. When one recalls the fact that there are fines inflicted on Chinese in our Police Court every week for causing obstructions on footpaths outside their shops, it appears a little more anomalous that the Government should be so consistent an offender with regard to public thoroughfares.

Football referees. Football referees the world over come in for their due share of criticism—and often more than that. It is a thankless job to attempt to adjudicate on a field

DAY BY DAY.

I SHOULD THINK ANY INTELLIGENT MAN WOULD PREFER HANGING TO SIX MONTHS' IMPRISONMENT, TO SAY NOTHING OF TWENTY YEARS.—Mr. Bernard Shaw.

Mr. A. H. Barlow and Mr. J. Owen Hughes left for Home by the s.s. Sardinia.

Mrs. E. Vanderbilt and Miss O. C. Vanderbilt arrived here by the s.s. President McKinley.

Amongst the passengers arriving by the s.s. President McKinley was Mr. N. L. Watson.

No. 1 Pack Battery of the H.K.S.R.G.A. is to go into camp at Customs Pass on February 1st.

Yesterday's health return shows three cases of diphtheria (one British and two Chinese) and one Japanese case of enteric fever.

Major A. S. Littlejohns, D.S.O., R.A.M.C., has assumed the duties of D.A.D.P. and H. China Command, vice Major D. L. Harding, D.S.O., R.A.M.C.

We are indebted to the Hon. Colonial Secretary for a copy of the 1923 Hongkong Civil Service List, which contains much interesting information regarding Government and other matters.

The s.s. President McKinley which came into port early this morning brought no fewer than 230 sacks of mail for Hongkong. She also had 2,460 tons of general cargo for Hongkong and 670 tons of through cargo.

The Frawley Company concluded its season here last night, when "Enter Madame" was staged at the Theatre Royal. The play was greatly enjoyed, and the clever acting of Miss Adele Blood and Mr. T. Daniel Frawley were especially appreciated. Both were in fine form, and Miss Blood's work was of an especially high order.

To-morrow morning, Thursday, January 25th, at 10.30 a.m. at the Helena May Institute, Mr. Zahel will give the members of the Reading Circle and their friends a descriptive account of the Islands of the Torres Straits. Mr. H. W. Kent's lecture "On Collecting Chinese Pottery and Porcelain and other Curios," has been postponed until Monday, February 5th, at 5.30 p.m.—J.D.T.

Much effective night photography has been introduced into "Flower of the North," the fine film based on the well-known novel by James Oliver Curwood, which is being shown at the Coronet this week. Many of these scenes were taken in the mountains of Northern Oregon where stately shadows lend their atmosphere of romance and mystery. Concurrently with "Flower of the North" the Coronet management are screening Charlie Chaplin's latest comedy, "The Idle Class," in which the inimitable comedian furnishes oceans of fun.

WASHINGTON AGREEMENT.

Japan's Policy Explained.

Tokyo, Jan. 23rd.—The Diet was interrupted by Viscount Kato, Leader of the Opposition, and the Premier replied that the Government was doing its utmost to evacuate Saghalien at the earliest possible moment. Though no formal negotiations had occurred, "an Anglo-American-Japanese understanding exists regarding the steps to be taken" in the event of others not ratifying the Washington Agreement. He regretted the Franco-Italian non-ratification of the Navy Treaty so far, adding that in the event of their final non-ratification "it would not be impossible for Britain, America and Japan to reach a certain agreement, nor would Japan fail in respect of the spirit of the Washington Conference in naval adjustment, though the planned scrapping and suspension of construction might be postponed." Replying to another questioner, the Premier said the Government were framing the Budget and would give all attention possible to retrenchment, particularly in naval matters, in compliance with the spirit of the Washington Agreement.—Reuter.

FUKIEN AFFAIRS.

The Latest Developments.

Foochow, Jan. 23rd.—Lu Fulin left the city on Monday and Hsu Sung-chi is expected to follow. It is expected that the Civil Governor will resign and that Wang Yung-chuan will withdraw, thus allowing an army from Kiangsi to occupy Fukien. The two Admirals will assume responsibility for the Civil Governorship. Although there is no disorder, general discontent has been aroused through the wholesale impressment of labour for military transport.—Reuter.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

A Disclaimer.

Sir,—Under the above heading, a letter from the Chinese Chamber of Commerce appears in today's issue of your paper to the effect that the statement "that the Society for the Protection of Mui-tai is but a creature of the Chamber" is remarkable and that the Protection Society has no connection with this Chamber, although certain of our members may also be its members.

In reply to this disclaimer, I am directed by my Executive Committee to say that the assertion, to which exception is taken, is based upon the following facts, which should enable the public to determine the degree of kinship between the Chamber and the Society and whether the statement that the "Protection Society has no connection with this Chamber" should stand or fall.

It will be recalled that the formation of the "Protection Society" was proposed by a Committee member of the Chamber at the famous meeting in the Tai Ping Theatre (30th July, 1921) presided over by the Chamber's Chairman, who, according to an unchallenged paragraph in the Hongkong Telegraph under the heading of "Mui-tai," had made public his willingness to establish the "Protection Society." After an interval of over a month, the spade work was taken in hand by the Chamber. From a circular issued at this time, it will be seen that "intending members are requested to communicate with and to send their annual subscriptions to the Chamber's Secretary." A meeting of members eventually took place. The Chamber's Chairman and Vice-Chairman were elected Patrons of the Society; the Chairman, the Hon. Secretary and the Hon. Treasurer were also elected from the Chamber's Committee. A large number of the Chamber's Committee members on the Committee of the "Protection Society" and members of the Society are largely recruited from the members of the Chamber and their families. Lastly, out of seven members of the Committee elected by the "Protection Society" to devise, with our representatives, a scheme for the abolition of the mui-tai system for submission to the Government, six are Committee members of the Chinese Chamber of Commerce.

In conclusion, I am directed to state that, notwithstanding the

ARCHITECT FINED.

For Divergency from Plans.

Arising out of a recent case against a contractor, Mr. A. R. F. Raven, architect, was summoned before Mr. J. R. Wood, at the Police Court this morning, for divergence from the plans he had submitted to and had been approved by the Public Works Department.

The Crown Solicitor, Mr. H. K. Holmes, prosecuted for the Public Works Department, which was represented by Mr. A. E. Wright. The defendant was represented by Mr. W. B. Hind.

Mr. Hind informed his Worship that, after consultation with the Crown Solicitor, he was quite prepared to put in a plea of guilty to the technical offence on behalf of his client. He understood that the Crown was not pressing for a heavy penalty—that they merely wanted a conviction for the purpose of bringing to the attention of all architects, owners and contractors engaged in the present big building operations in the Colony that the provisions of the Public Health and Building Ordinance had to be complied with, that construction of buildings must be carried out according to the plans submitted to and passed by the Public Works Department, and that if there were any divergence in this respect in the future the cases would be brought before the Court and treated more drastically than in the past. In this case, Mr. Raven, through an inadvertency, allowed the contractor to make a divergence before the plans had been put through, even before the alterations to the building in question had been brought before the Building Authority. Mr. Hind said he understood that Mr. Raven had had notice that these alterations had taken place but through inadvertency he did not notify the contractor not to continue, and that in consequence of this, the present proceedings were brought before his Worship. But in one respect he (Mr. Hind) thought Mr. Holmes would agree with him, and that was that these alterations were being done quite openly without any intention of concealment. For that reason he asked his Worship that, in recording a conviction, a small penalty or slight fine be imposed.

Mr. Holmes, in reply to the Magistrate, said he was quite prepared to let the case go at that.

Another point Mr. Hind brought forward in extenuation of his client's offence was that, in any case, the architects' certificate of works or alterations, completed according to the approved plans, had to be submitted and endorsed by the Department as the final step.

His Worship imposed a fine of \$10.

SUPPOSED "SUI AN" PIRATE.

Finger Prints in Blood.

A Chinese believed to be a member of a pirate gang operating near Hongkong, and to have been one of the men who took part in the Sui An piracy, was arrested at a lodging house in Rue du Consulat, Shanghai, early on January 14th. Four detectives visited the house—Det. Inspector Cruickshank and Det. Sgt. Douglas, of the Municipal Police; Det. Inspector Dupree, of the French Police, and Det. Inspector Willis, of Hongkong—and they found the suspect well supplied with arms, 12 revolvers, two automatic pistols and a quantity of ammunition being seized.

The str. Kwangtsh, which sailed for Hongkong on January 15th, was searched by the police before she left, it being suspected that other members of the gang might be on board, but none was found.

The man arrested remains in the custody of the French police, pending removal to Hongkong. When he was searched a small piece of paper was found sewed inside the front of his coat, and folded within that a slip of yellow paper, with finger prints in blood. This is believed by the French Police to indicate blood brotherhood in the pirate gang, a pledge not to betray his accomplices.—N.C.D.N.

facts cited, the expression employed may not be happy and to ask that it be withdrawn.—Yours, etc.,

For the Anti-Mui-tai Society,
C. G. ANDERSON
Hon. English Secretary,
Hongkong, 23rd January, 1923.

DAY BY DAY.

The Burns Night Dinner will be held at the Hongkong Hotel to-morrow night.

A report has been made by the Master of the s.s. Hsin-Ling An, a Chinese-owned vessel which came into port this morning from Swatow, that on the way down he sighted a water-logged junk south of Breeze Point.

Five armed men were taken by the Shamshui Police early this morning as the result of a raid on No. 86 Yee Chow Street. They will be brought before the Magistrate to-morrow to be charged with possession of arms.

The summonses which it was intended to bring against the Chinese who engaged in the firing of crackers in the recent celebration of the overthrow of the Canton Government, have been dropped, according to information secured this morning.

Yesterday an envelope containing the sum of \$2,000 in notes was stolen from a desk in Mr. Shek Shu-kai's residence at No. 117 Bulkeley Street, Hunghom. A house coolie is suspected. Mr. Shek is the contractor who is undertaking the work of excavation at Kowloon Dock.

That the working of the postal service in some parts of the East requires improvement was somewhat strikingly indicated today, when we received a package from Shanghai that had no stamps on it yet had not been taxed, and another package from Japan with a stamp that had not been obliterated.

Mrs. Henderson, living at No. 9 Queen's Gardens, has reported to the Police that a man who came up behind her whilst she was walking at Glenelg yesterday morning, snatched her hand bag containing a sum of \$5, a silver mounted notebook, and other small articles. She estimates her loss at \$26. After the theft the man ran up a footpath leading up to Saint Paul's College, discarding his shoes on the way.

No fewer than fourteen masters and mistresses of cargo boats were charged before Commissioner C. W. Beckwith, Marine Magistrate, at the Marine Court this morning, for unlawfully mooring their boats ashore at a distance less than 100 yards from the low water mark between prohibited hours. Lance-Sergeant Walter stated that between 9.30 p.m. yesterday he found all the boats lying alongside the Praya Wall between Wing Lok Street and Kennedy Town. None of them had permits. The defendants pleaded guilty, but stated that they had been working cargo and had no time to get permits. Fines ranging from \$7 to \$10 were imposed.

A NUNNERY LOOTED.

Gang on Lantau Island.

Five men who carried out an armed robbery on a nunnery at Lok Wo, Lantau Island, during the week-end, when over \$200 worth of property was stolen, were arrested on the island twenty-four hours later. The first was taken at Tai O and from information received led to the arrest of the others in a hut situated some distance from Nang Pang village. They were all asleep when the police encircled the hut and were secured without difficulty. No arms or any of the stolen goods were found in their possession but two of the robbers, according to a statement made by the police, have been identified by victims in the robbery.

Sergeant McCall, prosecuting Police Officer, charged the prisoners before Mr. J. R. Wood this morning and, in reply to his Worship, said that only the torches left behind by the gang were in the hands of the Police. Investigations were being carried out with a view to recovery of the goods and a remand was applied for. His Worship accordingly adjourned the hearing.

A DIPLOMAT OF THE PRESS. Actress: "Did you write that criticism saying my impersonation of 'The Deserted Wife' was a failure?" Critic: "Yes, but you see you looked so perfectly beautiful that it was impossible to imagine any man deserting you."

PURCHASE OF TITLES.

San Marino Traffic Recalled.

The issue of the recommendations on the party political system of bargaining for titles brings to mind the fact that, in a tiny country in the middle of Italy, there was recently closed down the very last market, at least in Europe, where titles of nobility could be openly purchased. The reference is to San Marino, that miniature country within a country left by some anachronism of history high and dry in the centre of modern Italy. The smallest republic in the world, with an area of only 32 square miles, she was, however, fully recognised by the Powers as a "Sovereign State." As such she had, of course, the right to grant titles where she would, and for many years she availed herself of this right.

In a censorious world suspicions have at various times been cast—probably by the jealous—upon other brands of title. About the San Marino sort there could be no suspicion at all. Like the Garter in the traditional tale of Lord Melbourn, there was no nonsense about merit brought into the affair; neither did the local press print leaders calculated to interfere with the delicate operations of a legitimate trade. One simply got in touch with the "proper quarter," paid so many pounds down—naturally in advance—and the honoured title of count was yours. For so many pounds more the social aspirant could claim a marquessate or even a dukedom. And since, even in these levelling days, few have the hardihood to stop a duke in the street and ask exactly what he is a duke of the times of San Marino were found to answer every reasonable requirement.

Through all sorts of curious channels the glad tidings of the new venture spread far and wide. The local correspondents, and the title-loving Latins eagerly availed themselves of the opportunity so generously provided. The patents, each signed and sealed by the Sovereign State, were at least genuine, an advantage in countries where there flourished in the underworld deliberate purveyors of bogus titles. The San Marino title was accordingly frequently to be met with in Southern Europe. There were even whispers that isolated specimens had occasionally found their way to Anglo-Saxon lands.

This market is now completely closed down, and the chimneys of the sealing-wax factories are smokeless; exports have stopped, and production for home consumption is nil. No more patents of nobility are being granted. For last year a wave of virulent democracy swept the miniature country to its very heart, and an ignorant and unrepresentative parliament decided unanimously that the sale of titles was no longer an affair that a civilized people could tolerate. — *Manchester Guardian.*

GENERAL NEWS.

DISCOVERY OF NEW STAR.

The following was recently communicated to Reuters Agency by the Astronomer Royal: A telegram has been received by the Astronomer Royal from Professor Stromgren, Director of the Central Station for Astronomical telegrams, saying that M. Zivierel, a Rumanian astronomer, announces the discovery of a new star of the first magnitude in right ascension, 282 degrees and North Polar distance 62 degrees.

A CAPTAIN'S GALLANTRY.

While the steamship *Agulha* was on a cruise to the Canary Islands a few weeks ago the rudder broke during a heavy storm off Portugal. For nearly twenty-four hours, while the gale continued the captain remained in a small boat repairing the rudder, and the ship was then able to proceed to Las Palmas. The passengers handed the captain a substantial sum, which he has given to seamen's charities.

DODGING "DEATH."

The death was announced the other day of a gentleman who, the son of James Deane, had changed his name to D'Aeth. That is an unusual variation of a name which one would not willingly choose, though the old family of the D'Aeths, of Knowlton Court, Kent, claim that the surname is derived from Aeth, in Flanders. The Post Office Directory reveals many efforts to disguise the melancholy association, including Deathe, Dearth, De Ath, and De Aeth.

KING EDWARD'S CABBY.

Half a Century on the Rank.

How a London cabby one night picked up the late King Edward as a casual fare is told by Mr. Joseph Rogers, veteran of 80, with nearly half a century's experience of the roads.

"It was long before his Majesty came to the throne that I had the job of driving him to Marlborough House," said Rogers to a *Daily Chronicle* representative, chatting of old times, at his Islington home at Queen's Cottages.

"I happened to be on a rank close to White's in the West-end, when I was called to the club by an attendant, and there I found that the passenger wanting me was none other than the Prince of Wales of that day. There was no mistaking him—the face and figure were too familiar for that."

"The run to Marlborough House was no great distance, and we were there in a few minutes. I hadn't any conversation with the Prince; one doesn't talk to a fare in such circumstances unless spoken to."

DICKENS AS PASSENGER.

"Naturally, in my time I have been cabby for a number of notable people. Several times Charles Dickens has been my passenger. He used to have an address in Furnival's Inn, and hailed from a stand hard by. I drove him to various places. He was a distinctive personality, but not talkative."

"Henry Irving was another outstanding figure. 'Gentlemanly and generous, never paying less than double fare. I remember him meeting William Terriss at the stage door of the Adelphi, when he quoted the phrase, 'What shadows we are, and what shadows we pursue.' To which Terriss replied—"

"Man is but a vapour here below. He cuts a caper, and away he goes."

"Whereupon the two shook hands warmly and parted."

"One of the jolly sort was G. R. Sims, who, besides being a genial fare, was always very much interested in the cab business. He was so well known that there was no need to ask the address when he said 'Home.'"

"Amongst chatty fares was Mr. John Burns, whom I have often driven from the House of Commons to his house, Battersea way. He would have a talk. Then I have had judges from the Law Courts in my cab that bring a common experience when I was on the pitch in Lincoln's Inn-fields, although I cannot recall that Mr. Justice Hawkins was amongst the number."

"London-born, I took to cabbaging at 23, having started earning my living at 12, and the open-air life has so built up my constitution that I have never required a doctor for any illness."

"I kept on the road up to 1913, when I was obliged to give up, as the taxis were increasingly driving off the old horse cabs, and the outlook became one of absolute starvation."

"I was too old to take up the motor cab. I have since tried to supplement my old-age pension by minding a few cabs at odd times. Cabbages for 47 years and cabbaging to finish up with! And now I find that going as far as my old stand in Lincoln's Inn-fields as occasional minder is getting too much for me."

CHINESE EGGS.

Demand for Origin Mark.

How many farmers realise the importance of having foreign eggs marked? asks a poultry farmer, who suggests that the Farmers' Union should join hands with the poultry societies in obtaining legislation compelling vendors of foreign eggs to stamp them with the country of origin. Eggs now being imported from the Far East, notably China, are being sold as British eggs. In 1921 more than 100,000 tons of eggs were imported into Great Britain to the value of £29,000,000. It is claimed that it is highly detrimental to the British poultry industry that Chinese, and other foreign eggs, should be mixed with and sold as British new laid. — *C. E. and T.*

Get a VICTROLA and choose call care away. MOUTRIE'S—Sole Agents.

DAIRY FARM NEWS.

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Use it in every way possible in preparing and cooking other foods.

By doing so you not only improve their flavour, but add tremendously to their food value.

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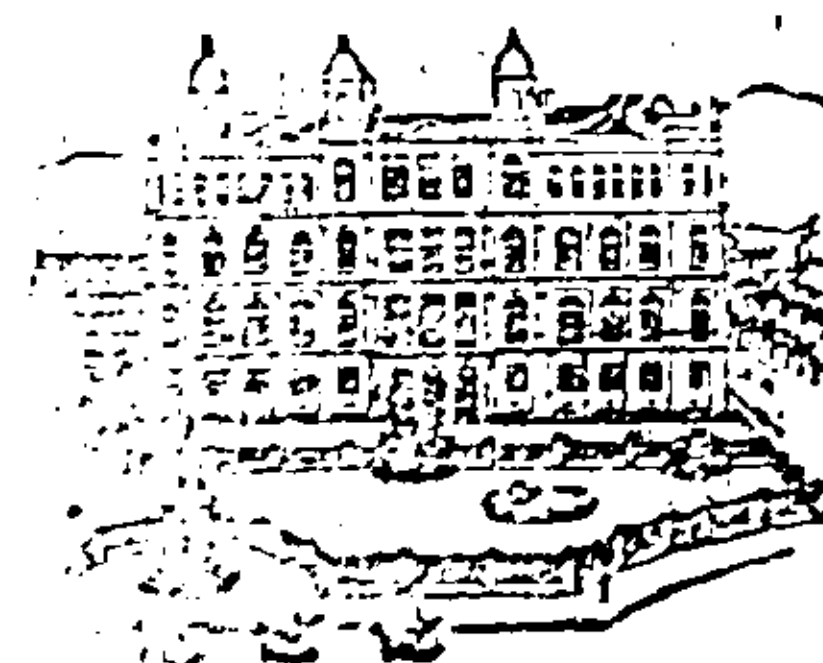
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Fashion Notes & News.



Evening gown of almond green velvet caught over one shoulder with a strand of coral beads.
The material is draped in Oriental manner over one shoulder and under one arm.

THIS WEEK'S RECIPE.

Baked Apples Glace.

Select large, firm, red apples
and remove the core one third of
the way down from the stem end.
Place the apples in a casserole or
deep baking dish. Make a thin
syrup of one cupful of sugar and
half a cupful of water boiled to-
gether for six minutes. Pour

this syrup over the apples, cover
tightly and cook in a medium
oven, basting the apples frequent-
ly until they are tender. Remove
the cover and place one teaspoon-
ful of sugar in the cavity of each
apple and sprinkle sugar over the
surface. Place the dish under
the grill until the sugar melts
and the apples are a very light
shade of brown. Baste them
again to give a varnished ap-
pearance and serve with cream.

**HOW TO WEAR ANTIQUE
JEWELLERY.**

There are very few women who
do not possess some antique
jewels of one kind or other, but
unfortunately many of these old
trinkets are too old-fashioned to
wear in the ordinary way.

Cameo brooches are perhaps
the commonest of these
"antiques." Used as an ordinary
brooch, these are not artistic, but
as a single ornamental buckle, on
the right type of frock, the cameo
brooch becomes quite another
thing. Or, again, made into a
hatpin, the cameo may be all that
is needed for certain hats.

The old pendant earrings are
another difficulty to modern
woman. Some of these are ex-
tremely handsome, and it seems a
pity to leave them tucked away
in drawers when they look so
effective, used as hanging orna-
ments, on a piece of ribbon or
slender chain!

Costly scarf pins, so popular
with our grandfathers, make
charming rings if mounted on a
plain wire, or the head can be re-
moved and attached to a gold
safety-pin and made into a useful
small brooch.

Sometimes it is possible to
separate the various parts of a
heavy necklace, and mount a few
of the stones or ornaments on to a
platinum chain, thus making a
very effective evening ornament.

Paste-buckles are always useful.
Small ones mounted on a narrow
strip of velvet ribbon are charm-
ing as "bracelets," while large
ones give a finish to a gown if put
in the right place. Paste, by the
way, should not be worn in the
morning, as it is out of place.

Where it is absolutely impos-
sible to do anything with a piece
of old jewellery, it can often be
used as a mount for a card case or
cigarette holder, or some other
bag necessity, or even a novel fan
mount!

Very wide sleeves of trans-
parent materials, gathered into a
close cuff at the wrist are featured
on many of the new frocks. They
have a dignity as well as beauty,
and are very flattering to arms
that find the sleeveless frock try-
ing.

**ECONOMY WITH
ELEGANCE.**

The most economical way of
replenishing the wardrobe is to
make a choice of a certain colour
for the season and invest in a
complete toilette all to match.
Additional hats, shoes, gloves,
jumpers, etc., are selected to tone
with the principal shade and not
bought haphazard because they
are a bargain, or rather effective.

Having purchased a fascinat-
ing hat in grey and blue which
caught her eye on a shopping
expedition, a woman is not con-
fronted, when she designs to wear
it, with the annoying realisation
that the particular blue does not
"go" with either of her smarter
frocks, and that the grey is too
pale.

That a certain jumper can only
be worn with one particular skirt,
a pretty frock with a special pair
of shoes and stockings, or a
brilliant scarf with only a dark
costume, are tiresome little
accidents in connection with
limited wardrobes which could so
easily be avoided with thought
and careful planning before things
are bought.

The woman with restricted pin
money is seldom able to indulge
her desires for hat, shoes, stock-
ings, etc., complete with each of
her frocks, but by making a
particular colour her own, and
having most of her clothes to
match, she may easily create the
impression that she does so,
though actually the same hat
and foot wear do duty for several
different toilettes. No matter
how simple the effect is good.



The high evening frock continues
to be fashionable. In this one, the
neckline is so high in front that it
wrinkles above the collar-bone, while
the fabric is cut away over the
shoulders into two deep points
caught with a jewelled button.

OF INTEREST.

A smart gown of yellow satin
has a girdle of green beads, and
long tassels which reach from the
belt to the hemline, made of
festoons of heads.

Red satin, of a particularly
vivid shade, is made into the
smartest of frocks for a debutante,
and trimmed with bands of black
monkey fur. The lines are long
and unbroken.

A smart skirt noticed on a new
frock has a front and back elab-
orately braided and pointed side
panels guillett of adornment, but
almost touching the floor.

A daytime frock of blue silk is
cut on simple lines and trimmed
only with a monogram done in
rose-coloured silks. Monograms
now are frequently noticed in
contrasting colours and are grow-
ing larger and more elaborate.

**EVENING AND DAY
COATS.**

Afternoon coats and
capes are made of satin,
velvet, cloth and fur, lined
with soft-shaded crepe de
Chine and crepe marocain
materials to match the
afternoon frock worn
underneath.

Reversible fur coats are
seen quite a great deal
also. The fur side is
generally in some short-
haired fur, such as ermine,
seal or squirrel, and the
cloth side in velours de
laine, velvet or heavy
cloth.

Like the modern even-
ing gown, the modern
evening wrap is made of
the most costly and dazz-
ling materials. Brocaded
steel cloth is more favour-
ed perhaps than any other,
and after this, rich velvets.
The linings of these wraps
are equally gorgeous, most
of them being in a vivid
shade that harmonises
with the coat, at the same
time throwing into relief
the particular colour of
the gown when the coat is
opened. Like everything
else this season, coats and
wraps are trimmed with
bands or motifs of fur.
The new line is inclined
to blouse rather much at
the top; this is caught in
at the waist either with or
without a visible band.
The skirt part is either
tight and clinging into the
knees, or else it is gored
and made to flare out.

**THE WIG
HEADDRESSES.**

Wigs of gold and silver
threads are being intro-
duced for evening wear,
as well as those of
floss silk, and are most
striking. These wigs are
really quite practical for
the opera or the stalls of
the theatre if one does not
want the trouble of doing
one's hair with special
care, and are also particu-
larly useful for the wo-
man who is allowing her
hitherto bobbed hair to
grow long and is ex-
periencing the usual
difficulty in dressing it be-
comingly while in the
shortened stage.

Cut with a square fringe
and bobbed like the hair of
a mediaeval page, a plait
takes the place of a part-
ing down the centre, while a
narrow ribbon bandeau
keeps the whole in place.

The woman with well-
marked dark eyebrows and
brilliant eyes will find the
contrast of the gold or
silver wig as effective as
the always beautiful
poudre.

SHORT COATS.



The new short coats are so well
liked that they are even worn to the
theatre as semi-dress.



A French designer gives this effect of an uncovered back by using
flesh-coloured chiffon between the folds of Greep drapery in a black
velvet gown.

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Leaves Hongkong 3rd Feb.

U.S.S.B. "West Ivan" ... Due Hongkong 20th Feb.
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PRESIDENT JEFFERSON ... February 27th.
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points; also via Panama Canal Lines to Atlantic Ports.
For Passenger and Freight Bookings

ADMIRAL ORIENTAL LINE,

Hongkong and Shanghai Bank Building, Ground Floor.
No. 4, Des Voeux Road. Tel. Central 2477 and 2487.

PACIFIC SHIPPING.

CHINA MAIL S.S. CO., LTD.

(Incorporated in U.S.A.)

OPERATING FAST FREIGHT AND PASSENGER STEAMERS

"NANKING" "CHINA" "GORJISTAN"

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

Reduced Fare to Europe
CABIN £98—2nd CABIN £78

Trans-Pacific Service

HONGKONG TO SAN FRANCISCO

Via Shanghai, Nagasaki, Yokohama & Honolulu.

S.S. NANKING S.S. CHINA

March 14th. February 6th.

JAVA SERVICE

HONGKONG TO AMOY, SINGAPORE & JAVA PORTS.

S.S. GORJISTAN. S.S. GORJISTAN.

To Swatow & Amoy. To Singapore, Batavia, Samarang

Jan. 25th. and Sourabaya. Feb. 2nd.

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada

Cargo accepted on Through Bills of Lading for transshipment at San

Francisco by weekly sailings for principal Atlantic Ports.

CHINA MAIL STEAMSHIP CO. LTD.

Palmer's Building, 100, HONG KONG.

Telephone, Passengers Dept. TEL. FREIGHT DEPT. & AGENT.

Central No. 1934. Central No. 2161.

Cable add. "CHIMAIL"

BOSTON & NEW YORK.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd., & China Mutual S. S. Co., Ltd.)

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong

S.S. NINGCHOW ... via Suez Canal ... 5th Feb.
S.S. CITY OF BAGDAD ... via Suez Canal ... 13th Feb.

S.S. HYSON ... via Suez Canal ... 25th Feb.
S.S. CITY OF NORWICH ... via Suez Canal ... 5th Mar.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.
Subject to change without notice.

For freight and particulars apply to
BUTTERFIELD & SWIRE or THE BANK LINE, LD, HONGKONG.

(John Swire & Sons, Ltd.) REISS & CO. CANTON.
HONGKONG & CANTON

SERVICE TO NEW YORK.

NEW YORK and/or BOSTON
via PANAMA.

S.S. Wm. PENN ... January

For freight space and particulars apply to:—

BARBER STEAMSHIP LINE INC.

ADMIRAL ORIENTAL LINE

AGENTS.

4, Des Voeux Rd. C., H.K. & S'hai Bank Bldg. Ground Floor.

Telephones Central 2477 & 2478.

CONSIGNEES.

NOTICE TO CONSIGNEES.

ADMIRAL ORIENTAL LINE.

The Steamship

"PRESIDENT MCKINLEY,"

having arrived from Seattle

via ports, on January 24th,

consignees are hereby notified

that their cargo is being landed

at their risk into the Hazardous

and/or Extra-Hazardous

Godowns of the Hongkong and

Kowloon Wharf and Godown Co.,

at Kowloon & stored at consig-

nees' risk.

Consignees of cargo must pro-

duce an Import permit signed by

the Superintendent of Imports

and Exports, Hongkong, before

Bills of Lading will be counter-

signed.

All broken, chafed and damag-

ed cargo is to be left in the

Godowns where it will be

examined at 10 a.m. on Jan 30th.

by the Company's Surveyor's

Messrs. Anderson & Ashe.

All claims must be presented

within thirty days of the steam-

er's arrival here, after which they

cannot be recognized. No claims

will be recognized after the

goods have left the Godowns, and

cargo undelivered on and after

Jan. 31st. will be subject to rent.

No fire insurance whatever will

be effected.

Consignees are requested to

send in their Bills of Lading for

countersignature immediately.

United States Shipping Board.

Emergency Fleet Corporation.

ADMIRAL ORIENTAL LINE.

4, Des Voeux Road,

Hongkong, 24th, Jan. 1922.

NOTICE TO CONSIGNEES.

NIPPON YUSEN KAISHA

From EUROPE & STRAITS

The Company's Steamship

"TAKETOYO MARU"

having arrived from the above

ports, Consignees of Cargo are

hereby informed that their goods

are being landed and placed at

their risk in the Hongkong and

Kowloon Wharf and Godown

Company's Godowns at Kowloon,

where each consignment will be

sorted out mark by mark and

delivery can be obtained as soon

as the goods are landed.

Optional Goods will be carried

on unless instructions are given

to the contrary before noon

to-day.

Goods not cleared by the 23th

Jan., will be subject to rent.

Damaged packages must be left

in the Godowns for examination

by the Consignees and the Co's

representatives at an appointed

hour on Tuesday and Friday. All

claims must be presented within

Ten days of the steamer's arrival

here, after which date they cannot

be recognized. No claim will be

admitted after the goods have

left the Godowns.

NIPPON YUSEN KAISHA.

Agents.

Hongkong, 23rd, January, 1923.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes used: A1; A.B.C. Fifth Edition; Engineering, First and Second Edition,

Western Union and Watkins, Bantleys and Marconi.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters Electricians

Kowloon Docks

No. 1. Length

700ft.

Breadth 86ft.

No. 2. Length

371ft.

Breadth 74ft.

No. 3. Length

264ft.

Breadth 49ft. 2in.

No. 1 Slip

Length 240ft.

Breadth 60ft.

No. 2 Slip

Length 220ft.

Breadth 60ft.



Launch of Oil Tanker "PALUDINA" at KOWLOON DOCKS. Built to the order of

The Anglo-Saxon Petroleum Co. Ltd.

Please Address Enquiries to the Chief Manager.

M. DYER, B.Sc., M.I.N.A.I. Kowloon Dock Hongkong.

Tai-Kok-Tau.

COSMOPOLITAN

DOCK

Length 466ft.

Breadth 56ft.

Aberdeen

HOPE DOCK

Length 306ft.

Breadth 44ft.

LAMONT DOCK

Length 333ft.

Breadth 44ft.

Shipping to Europe, Australia, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND)

TO
STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA,
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,
RED SEA, MEDITERRANEAN, EUROPE, ETC.**PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS**

(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
SARDINIA	6,700	24 Jan. 11 a.m.	M's. London & Antwerp
SOBDAN	6,700	30 Jan. noon	S'pore, P'ang, C'bo & B'bay
NELORE	6,850	7th Feb.	M's. London & Antwerp
DELTA	8,097	7th Feb.	M's. L'lon, A'werp, R'dam
SICILIA	6,700	23rd Feb.	S'pore, P'ang, C'bo & B'bay

Will call at Hamburg if sufficient inducement offers.

BRITISH INDIA-APCAR SAILINGS (South)

G. APCAR	4,650	30th Jan.	S'pore, Penang & Calcutta
TAKADA	7,000	11th Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	31st Jan.	Manila, Thursday Is-land, P'ville, B'bane, Sydney & Melbourne.
Omits Sandakan			

The P. & O. Royal Mail Steamers to London via the Cape.

The P. & O. Royal Mail Steamers to London via the Cape.

The P. & O. Royal Mail Steamers to London via the Cape.

SAILINGS TO SHANGHAI & JAPAN.

MOREA	11,000	27 Jan. 4 p.m.	Shanghai, Kobe, Y'ham
TORILLA	5,300	4th Feb.	Shanghai & Japan
LAHORE	5,352	5th Feb.	Shanghai, Kobe, Y'ham
EASTERN	6,000	6th Feb.	Japan direct

All dates are approximate and subject to alteration without notice.

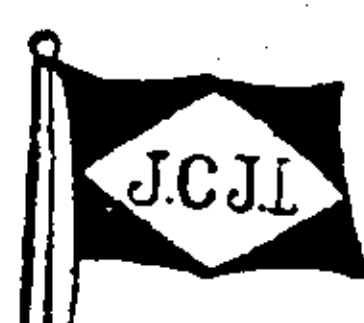
WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 24ft. x 2ft. x 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO

22, Des Voeux Road Central. Agents.

JAVA-CHINA-JAPAN LIJN.**REGULAR FORTNIGHTLY
SERVICE BETWEEN
JAVA, CHINA AND JAPAN.**

Steamer	From	Expected on or about	Will leave on or about	To
Tjitaroen...	Java	in port	24th Jan.	S'hai, N. China
Tjiluwang...	Java	27th Jan.	30th Jan.	Amoy, S'hai, Jap.
Tjikembang...	Batavia	4th Feb.	5th Feb.	Batavia
Tjibondari...	Batavia	8th Feb.	23rd Feb.	Saigon/Java

The steamers are all fitted throughout with electric light, and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone Central No. 1574. York Buildings.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

Vessel	Des Hongkong	Vessel	Leaves Hongkong
GLENSHANE	30th Jan.	GLENBEG	20th Jan.
			London, Hull, R'dam & H'burg.
PEMBROKESHIRE	20th Feb.	GLENSANDA	15th Feb.
			Genoa, L. Hull, R'dam, H'burg.

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE, MATHESON & CO., LTD
THE GLEN LINE, LTD

AGENTS

Telephone Central No. 215, sub-ex. 23 and 3696.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUELS

Mail Steamers	Next Sailings from Marseilles	Pro. arr. at H'g. and Sailing for S'hai & Japan	Pro. Sailing from H'kong for M'ls
AMBOISE	—	—	27th Jan.
CORDILLERE	—	—	6th Feb.
ANGOR	15th Dec.	20th Jan.	20th Feb.
ANGERS	29th Dec.	2nd Feb.	6th Mar.
AZAY LE RIDEAU	12th Jan.	16th Feb.	20th Mar.
PORTHOS	26th Jan.	2nd Mar.	3rd Apr.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)

A Class 1st Class £120.00 B. Class 1st Class £110.00
Steamers 2nd Class £86.00 Steamers 2nd Class £80.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIJNE COMMERCIALES (CARGO-BOATS)

S.S. C. PIERRE LECOQ. 2nd part Feb. for Havre, A'werp, D'kirk.

Sailings and dates subject to alteration without notice.

For full particulars apply to:

Messageries Maritimes Co.

3 Queen's Building.

REPRESENTATION.

Shipping to Europe, Australia, and other Ports.

N. Y. K.

SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via S'hai & Japan ports.

Through Bills of Lading issued to all Overland Common Points in U.S.A. & Canada.

KAGA MARU Wednesday, 7th Feb. at 11 a.m.

IYO MARU Thursday, 1st Mar. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore, etc.

KATONI MARU Wednesday, 31st Jan. at 11 a.m.

ATSUTA MARU Wednesday, 14th February.

HAMBURG via LONDON & ROTTERDAM.

MITO MARU Saturday, 27th January.

LIVERPOOL via MARSEILLES & VALENCIA.

DELAGOA MARU Thursday, 8th February.

SYDNEY & MELBOURNE via Manila, etc.

AKI MARU Wednesday, 14th Feb. at 11 a.m.

TANGO MARU Wednesday, 21st March.

NEW YORK & BOSTON via PANAMA.

TSUYAMA MARU Monday, 5th Feb.

BUBENOS AIRES via S'pore, Delagoa Bay, Durban & Cape Town.

BOMBAY via Singapore, Penang & Colombo.

TAMBA MARU Saturday, 27th Jan.

RANGON MARU Saturday, 10th Feb.

CALCUTTA via Singapore, Penang & Rangoon.

SADO MARU Sunday, 28th Jan.

YAMAGATA MARU Friday, 9th Feb.

YAGASAKI, KOBE & YOKOHAMA.

TANGO MARU Thursday, 15th Feb.

SHANGHAI, KOBE & YOKOHAMA.

TAKETOYO MARU (Calling Moji) Wed., 24th Jan. at 4 p.m.

HAKONE MARU Wednesday, 31st January.

SUWA MARU Wednesday, 14th February.

For further information apply to: **NIPPON YUSEN KAISHA.**

Tel. Central Nos. 292 & 293. K. H. KAMEI, Manager.

DODWELL & CO., LTD.**REGULAR SAILINGS TO NEW YORK & BOSTON**

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" ... Sailing on or about 30th Jan.

LLOYD TRIESTINO.

Taking cargo on through Bills of Lading for Levant Black Sea and Danube Ports.

PIUMBE having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR SHANGHAI

S.S. "PERSIA" ... Sailing on or about 2nd February.

For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "PIUMBE" ... Sailing second half of January.

S.S. "PERSIA" ... Sailing second half of February.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS

VIA COLOMBO.

S.S. "UMSINGA" ... Sailing about 10th February.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

* HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	18th Feb.	24th Feb.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone Central No. 36.

"ELLERMAN" LINE.

(Ellerman & Bucknall S.S. Co., Ltd.)

UNITED KINGDOM & CONTINENT SERVICE.

OUTWARDS.

"City of Simla" ... 13th Feb. ... S'hai, Kobe & Yokohama.

HOMEWARDS.

"City of York" ... 14th Feb. ... Marseilles, London & Hamburg.

PASSENGER SERVICE.

"City of Simla" ... 13th Feb. ... Shanghai, Kobe & Yokohama.

"City of York" ... 14th Feb. ... Marseilles, London & Hamburg.

"City of Simla" ... 24th Mar. ... "

"City of Poona" ... 2nd half Apr. ... "

Subject to change without notice.

For further particulars apply to

REISS & CO.

CANTON.

THE BANK LINE, LTD.

(Tel. Central 80.)

COASTAL SHIPPING.**INDO CHINA STEAM
NAVIGATION Co., Ltd.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
TTAO via S'hai & S'hai Fausang	Fri. 26th Jan. at 10 a.m.	
MANILA	Fri. 26th Jan. at 3 p.m.	
YUENSANG	Sat. 27th Jan. at 3 p.m.	
STRAITS & Calcutta	Sun. 28th Jan. at 10 a.m.	
BANGKOK	Sun. 28th Jan. at 9 a.m.	
SHANGHAI via Swatow Esang	Sun. 28th Jan. at 9 a.m.	
HAIPHONG via Hoihow Leesang	Sun. 28th Jan. at 9 a.m.	
BANGKOK via Swatow Drufar	Mon. 29th Jan. at 10 a.m.	
SHANGHAI via Swatow Wusang	Tues. 30th Jan. at 10 a.m.	
TTAO via S'hai & S'hai Fousang	Tues. 30th Jan. at 10 a.m.	
BANGKOK via Swatow Chaksang	Mon. 5th Feb. at 10 a.m.	
SANDAKAN	Tues. 6th Feb. at 3 p.m.	
STRAITS & Calcutta	Tues. 6th Feb. at 3 p.m.	
STRAITS & Calcutta	Mon. 12th Feb. at 3 p.m.	

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returners from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG".

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Friday, 20th Jan. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & CO., LTD.

Telephone Central No. 215. General Managers.

DOUGLAS STEAMSHIP CO. LTD.**HONGKONG & SOUTH CHINA COAST PORTS SERVICE.**

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns.

(Occupying 9 to 10 days.)

Steamships.	Captain.	Leaving.
Haiching...	J. S. Thomson	FRI. 26th Jan. at 1 p.m.
Haifong...	Ellis Walker	TUES. 30th Jan. at noon.
Haifong...	W. C. Parmore	FRI. 2nd Feb. at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 1st February to SINGAPORE, PENANG and BELAWAN DELI.

Excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraphy.

1st CLASS FARE TO SINGAPORE, \$100.

In connection with the Royal Packet Nav. Co's (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—**JAVA CHINA JAPAN LIJN,**

Telephone Central No. 1574. York Building, Chater Road.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR FORTNIGHTLY**SERVICE**

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. MACASSAR MARU Sailing on or about 5th Feb.

For Moji, Kobe & Yokohama.

S.S. SAMARANG MARU Sailing on or about 25th Jan.

For further particulars please apply to:-

T. WATANABE,

Manager.

Tel. Central No. 2206.

Second Floor, Prince's Building.

CONSIGNEES.**NOTICE TO CONSIGNEES****ADMIRAL ORIENTAL LINE.**

The Steamship

"PRESIDENT MADISON"

having arrived from Manila, P.I. on 20th. January, consignees are hereby notified that their cargo is being landed at their risk into the Hazardous and/or Extra-Hazardous Godowns of The Hongkong and Kowloon Wharf & Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns, where it will be examined at 10 a.m. on Jan. 26th. by the Company's Surveyors, Messrs. Anderson & Ashie.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No Claims will be recognized after the goods have left the Godowns, and cargo undelivered on and after Jan. 27th. will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

United States Shipping Board, Emergency Fleet Corporation.

ADMIRAL ORIENTAL LINE.

4, Des Voeux Road,

Hongkong, 23th. January, 1923.

NOTICE TO CONSIGNEES.**SERVICES CONTRACTUELS****DES MESSAGERIES****MARITIMES.****S.S. "ANGKOR"**

Consignees of Cargo from Marseilles &c. also cargo ex s.s. "Commandant Doris" from Cognac &c. in connection with above Steamer are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before noon to-day requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remaining unclaimed after the 26th. instant at Noon will be subject to rent and landing charges.

